



PRESS RELEASE

MOTORSPORT

Paris (France), August 13, 2025,

BWIN Grand Prix of Austria
A MICHELIN Power Slick tyre allocation perfectly adapted to the specific demands of the Red Bull Ring

- After the summer break, the FIM MotoGP™ World Championship riders head for the Austrian mountains for the Austrian Grand Prix at the Red Bull Ring.
- Michelin brings a special construction for the rear tyre to better manage temperature on a demanding, low-grip track. The Hard front tyre evolves with a new structure.
- In MotoE™, the high-performance electric bikes fitted with Michelin tyres containing a high proportion of renewable and recycled materials return to the track for the third round of the season.

The Austrian Grand Prix marks the 13th round of the 2025 MotoGP calendar. It opens a decisive sequence in the second half of the season, spanning Europe, Asia, and Australia. The 4.318 km Red Bull Ring, nestled in the Styrian Alps, is known for its mix of long straights and heavy braking zones. With an elevation change of 65 metres and only ten corners (three left, seven right), it is a "Stop and Go" layout that places extreme demands on tyres.

Due to the track's low mechanical grip — comparable to that of Barcelona — the rear tyre is heavily stressed, especially on corner exit where it tends to spin significantly. At the front, heavy braking results in strong load transfer. To meet these demands, Michelin is bringing a specific rear tyre construction already successfully used in previous seasons. Its internal structure allows better temperature control, reducing heat build-up by 10 to 15°C compared with "standard" tyres.

The summer conditions expected in August point to potentially high track temperatures. If rain were to arrive, the situation would become more complex: low grip in the wet, water pooling in off-camber zones, run-off water streams, and shaded areas that dry more slowly.

*"The Red Bull Ring is a circuit we know well, but one that always needs to be approached with caution", explains **Piero Taramasso**, Michelin Motorsport's two-wheel competition manager. "Its layout — with long straights, heavy braking, and generally low grip, especially at the rear — makes it one of the most challenging tracks of the season for tyres. The rear tyre is particularly stressed during acceleration phases and generates a lot of heat. Our specific 'Red Bull Ring' construction, used here for several years, helps us control this factor and maintain consistent performance to the chequered flag. It has proven its worth, and we have chosen to use it again."*



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"On the front tyre side, we are introducing an evolution this year to the Hard compound. It uses the 2024 Medium compound but with a stiffer internal carcass to improve stability and support under heavy braking. This will allow riders to brake later and have better control in critical phases."

The summer weather could be an advantage, but if rain comes, the track becomes tricky: low grip, persistent damp patches, water run-off... it's also a real challenge for the rain tyres. In short, we are offering a complete and refined range to help our partners perform in all conditions."

- **MICHELIN Power Slick rear tyres:** two compound options — Soft and Medium — identical to those from 2024, with proven performance. These tyres are asymmetrical, with a harder right-hand side to cope with the greater number of right-hand corners.
- **MICHELIN Power Slick front tyres:** three symmetrical options (Soft, Medium, Hard). The Soft and Medium remain unchanged from last year. The 2025 Hard evolves, with a stiffer carcass but a softer compound than last year (identical to the 2024 Medium compound).

In wet conditions, riders will have MICHELIN Power Rain tyres available in Soft and Medium compounds, both front and rear.

Records to beat

In Q1, Lorenzo Savadori (Aprilia Racing) set the top speed record at the Red Bull Ring last year, reaching 317.1 km/h on the main straight.

During Q2, Jorge Martin (Prima Pramac Racing) secured pole position with a record time of 1'27.748, an improvement of over eight-tenths compared to the previous benchmark.

Also in 2024, the Tissot Sprint (14 laps) was won by Francesco Bagnaia (Ducati Lenovo Team), followed by Jorge Martin and Aleix Espargaro (Aprilia Racing). Francesco Bagnaia delivered highly consistent lap times, enabling him to shorten the race duration by two seconds compared to 2023.

Finally, Francesco Bagnaia also won the 2024 Motorrad Grand Prix von Österreich (28 laps) and set two records: the new fastest race lap in 1'29.519 (lap 8) and the shortest overall race time of 42'11.173 — about 3 seconds quicker than in 2023.



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Schedule for the 2025 Austrian Grand Prix

The action will begin on Friday 15 August, with a free practice session in the late morning followed by the Practice session in the afternoon, which will determine the ten riders who qualify directly for Q2.

On Saturday 16 August, after a final free practice, Q1 will allow two more riders to join Q2 to set the starting grid. The Sprint race (14 laps) will take place at 15:00, while the Grand Prix (28 laps) will start on Sunday 17 August at 14:00.

Third round of the FIM MotoE™ World Championship

After Le Mans and Assen, Spielberg hosts races 5 and 6 of the 2025 FIM MotoE World Championship. On this demanding layout, the 18 riders on 100% electric Ducati-built prototypes will run on Michelin tyres with a high proportion of sustainable materials: 56% renewable and recycled materials at the front, and 58% at the rear. The Michelin MotoE tyres used in Austria will feature the temporary velvet "Race to Vision" pattern on both front and rear. This marking identifies Michelin racing tyres containing more than 50% sustainable materials.

The specific challenges of the Red Bull Ring — low grip, significant elevation changes, and long acceleration phases — place severe demands on tyres, making it an ideal testing ground for Michelin innovations.

The MotoE programme will take place over two days, with free practice and qualifying on Friday, followed by two 7-lap races on Saturday, held before and after the MotoGP Sprint race.

About Michelin

Michelin is building a world-leading manufacturer of life-changing composites and experiences.

Pioneering engineered materials for more than 130 years, Michelin is uniquely positioned to make decisive contributions to human progress and to a more sustainable world.

Drawing on its deep know-how in polymer composites, Michelin is constantly innovating to manufacture high-quality tires and components for critical applications in demanding fields as varied as mobility, construction, aeronautics, low-carbon energies, and healthcare.

The care placed in its products and deep customer knowledge inspire Michelin to offer the finest experiences. This spans from providing data- and AI-based connected solutions for professional fleets to recommending outstanding restaurants and hotels curated by the MICHELIN Guide.



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Headquartered in Clermont-Ferrand, France, Michelin is present in 175 countries and employs 129,800 people.

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